

The Hongkong Telegraph

ESTABLISHED 1851

NEW SERIES No. 5671

一九零八年十二月三十日

MONDAY, JANUARY 20, 1908.

£60 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID UP £14,000,000
RESERVE FUNDS £15,500,000

Branches and Agents.

TOKIO. CHEFOO.
KOBÉ. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
SYLVNS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOVANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 1 per cent
per Annum on the daily balance.

On Fixed Deposits—

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% "

TAKAO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [23]

INTERNATIONAL BANKING
CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$5,000,000
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$5,000,000

HEAD OFFICE:
6 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business;
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates—

For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 3% "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 24th July, 1907. [24]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
DIRECTORS £1,200,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 1 per cent. per
Annum on the Daily Balances.

On Fixed Deposits for 12 months 4 percent.

" " 6 " 3% " "
" 3 " 3% "

JOHN ARMSTRONG,
Manager.

Hongkong, 6th January, 1908. [25]

NEDERLANDSCH-INDISCHE
HANDELS BANK.

NETHERLANDS INDIA COMMERCIAL BANK
ESTABLISHED 1861.

Authorized Capital FL 15,000,000 (£1,250,000).
Subscribed Capital FL 10,000,000 (Paid-up).
Reserve Fund FL 2,112,500 (£176,048)

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES—At Singapore, Sourabaya, Samarang, Idranajoo, Bandung and Weltevreden.

CORRESPONDENTS—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Peñang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS—The Williams Deacons Bank, Ltd., London; Swiss Bankverein, Paris; Comptoir National d'Escompte de Paris, Berlin; Deutsche Bank, Brussels; Banque de Paris et des Pays Bas, Vienna; Union Bank, Rome; Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

On Current Accounts at the rate of 2% per annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" " 6 " 3% " "
" 3 " 3% "

J. BOETJE,
Manager.

16, Des Vaux Road Central. [26]

Banks.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000
RESERVE FUNDS £15,500,000

Branches and Agents.

TOKIO. CHEFOO.
KOBÉ. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
SYLVNS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOVANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Court of Directors:

G. H. Modhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

G. Friedland, Esq.

E. Shellim, Esq.

R. Shewan, Esq.

E. Goetz, Esq.

H. A. W. Slade, Esq.

C. R. Lenemann, Esq.

A. J. Raymond, Esq.

Chief Manager:

Hongkong—J. R. M. SMITH.

MANAGER:

Hongkong—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Accounts at the rate of 1 per cent.

per Annum on the daily balance.

On FIXED DEPOSITS:

For 3 months, 2% per cent. per Annum.

For 6 months, 3% per cent. per Annum.

For 12 months, 4% per cent. per Annum.

J. R. M. SMITH,

Chief Manager,

Hongkong, 16th January, 1908. [24]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% per

cent. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager,

Hongkong, 12th January, 1907. [28]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Sh. Total 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tianjin

Taiwan Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder.

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg

Sat. Oppenheim Jr. & Co., Koenig

Bayerische Hypotheken und Wechselbank,
München.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCE.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

earned on application. Every description of

Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [30]

NETTLETON & CO.

ESTABLISHED 1824.

PAID-UP CAPITAL FL 15,000,000 (£3,750,000).

RESERVE FUND FL 5,375,375

(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—At Singapore, Sourabaya, Samara-

rang, Idranajoo, Bandung and Weltevreden.

CORRESPONDENTS—At Cheribon, Tegal, Pecal-

ongan, Macassar, Pontianak, Padang, Medan,

Peñang, Rangoon, Calcutta, Bombay, Madras,

Colombo, Karachi, Djeddah, Bangkok, Salom,

Hainan, Amoy, Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4%

Do. 3 do. 3%

J. L. VAN HOUTEN,

Agent.

Hongkong, 18th November, 1907. [36]

HOTEL.

HONGKONG HOTEL.
FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Sundays Nights.
A. F. DAVIES, Manager.

Ships.

Shipping—Steamers.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

| | | |
|---|--------------------------------------|-----------------------------------|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG | "ZIETEN" Capt. F. Prosch | WEDNESDAY, Noon, 29th Jan., 1908. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "KLEIST" Capt. Rud Meyer | About WEDNESDAY, 29th Jan., 1908. |
| MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ WALDEMAR" Capt. W. von Seiden | THURSDAY, Noon, 30th Jan., 1908. |
| YOKOHAMA and KOBE | "PRINZ SIGISMUND" Capt. D. Leut. | About FRIDAY, 7th Feb., 1908. |
| KUDAT and SANDAKAN | "BORNEO" Capt. F. Sambill | Middle of February. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 16th January, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-U" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have excellent Saloon Accommodation, and are lighted throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING. For further information apply to BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES. Hongkong, 2nd November, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

SS. "PAUL BEAU," 1,000 tons, 14 knots.
SS. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETT & CO., Agents.

Hongkong, 5th April, 1907.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

| Steamer. | From | Expected on or about | Will leave for | On or about |
|--------------|-------|----------------------|----------------|------------------|
| TJIWONG... | JAVA | Second half Jan. | JAPAN | Second half Jan. |
| TJIBODAS ... | JAPAN | First half Feb. | JAVA PORTS | First half Feb. |
| TJILATJAP... | JAPAN | First half Feb. | JAVA PORTS | First half Feb. |
| TJIPANAS ... | JAVA | Second half Feb. | JAPAN | Second half Feb. |
| TJIKINI | JAVA | Second half Feb. | JAPAN | Second half Feb. |
| TJIMAH... | JAVA | Second half Feb. | JAPAN | Second half Feb. |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st floor,
Hongkong, 20th January, 1908.

Dentistry.

TSIN TING.
LATEST METHODS OF DENTISTRY.STUDIO AT NO. 14, D'AQUILA STREET.
REASONABLE FEES.Dr. M. H. CHAUN.
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
in QUEBEC ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.

Information.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 98 ft; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside 375 ft. Width of entrance, top 60.5 ft; bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood; Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 608, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I., and Watkins.

Yokohama, May 31st, 1908.

THE SHANGHAI TRAMWAYS.

The construction of the Shanghai Tramways has been practically completed. The cars for the service have all arrived in Shanghai and most of them have been put together. All that is now awaited is the current to supply the motive power for the trams. Two or three weeks must then elapse before the service is inaugurated, as, in order to minimise the risks of accident, the Company desires to make the novice drivers thoroughly efficient before the trams are allowed to traverse the busy streets of the Settlement. The current, it is expected, will be switched on in about a fortnight's time and the drivers will be trained up and down Avenue Road, a convenient thoroughfare for the purpose, owing to its proximity to the car shed and the comparatively light traffic in the neighbourhood. Had current been available it would have been possible to open portions of the route several weeks ago.

The terms of the tramway concession are well-known to need, reputation here. Obtained by Messrs. Bruce, Peebles and Co., under an agreement signed on October 10, 1907, the concession was taken over and financed by the Shanghai Electric Construction Co., for whom the original concessionaires had done the actual work of construction. The work of the contractors has been supervised by Mr. W. R. Wright, as representative of the Company's consulting engineers, and the cables have been supplied by Callander's Cable Company. Upwards of twenty-three miles of track have now been laid, and little remains to be done but to complete the overhead cable work on the new Garden Bridge and the Chekiang Road Bridge, both of which structures are rapidly nearing completion.

SOME NOVEL FEATURES.

Shanghai possesses some advantages over other cities for the operation of a tramway service; the flatness of the Settlement eliminates the principal cause of tramway accidents and reduces the amount of current required, but there are drawbacks also. The narrowness of the streets has necessitated the laying of a narrow-gauge line, and consequently there will not be passenger accommodation on the top of the trams. Then there are no precedents to guide the administration in inaugurating the service. This will lead to the introduction of some novel features. For instance, the tram-routes have been divided into numbered sections, and the tickets, instead of bearing the names of the termini on each route, will merely bear numbers corresponding to these sections. The same tickets will be used all over the routes, the conductor punching a hole opposite to the number of the sections over which the passenger is entitled to travel. The sections on each route are posted in conspicuous place in each car, and printed in English and Chinese. They will be:

Bund (Astor House, or the Club) to Defence Creek; Defence Creek to Carter Road; Carter Road to Bubblegum Well; Carter Road to Chelou Road; Chelou Road to Railway Station; Bund (Shanghai Club) to Astor House; Astor House to Muirhead Road; Muirhead Road to Lay Road; Ley Road to Yangtzeopoo Terminus; Astor House to Range Road; Range Road to Rifa Range.

For all these sections the first-class fare will be five cents. The fare for two sections is ten cents and so on. The longest route is from the Club to Yangtzeopoo, for which the first-class fare will be twenty cents.

The drivers and conductors will be Chinese, but at least twice on each journey cars will be visited by foreign inspectors. An elaborate system for checking the issue of tickets has been arranged, and there will be a kiosk at each terminus to accommodate a clerk, whose business will include the timing of the cars, etc. The frequency of the service will depend upon the demand; the Company is prepared to put on five minute services when and where it is necessary. Double rails are laid along the principal thoroughfares, and where the cars travel backwards and forwards on single rails there are loops, at short intervals, within sight of each other. Shanghai's freedom from fog removes the principal inconvenience experienced where single tracks have been laid.

THE DEPOT.

A large car depot has been erected at the junction of the Hart and Great Western Roads. The sheds are built of galvanized iron, and the trams enter the various doors over a network of rails and under a network of wires. Corrugated steel doors, mounted on rollers, close each entrance when necessary. Entering the depot last Saturday, our representative found it literally full of cars. Sixty-four trams had been erected, and the last car was being put together. Between each pair of rails in the shed there are pits to enable the statistician to inspect the mechanism of the cars from below. Each, with its new coat of red paint, the trams looked serviceable and comfortable. The terms of the concession do not allow of any exterior disfigurement with advertisements. The cars are mounted on four wheels, each pair of which is geared to a motor. There are driving platforms at both ends, equipped with Messrs. Bruce, Peebles' K-type controllers, handbrakes, automatic switches, a foot-gong, sand-cock and life-guard release. The life-guards, which are of the Hudson, Bowring type, are immediately under the driving platforms. A wooden gate, known as a feeler, hangs to within a few inches of the rails, and should it meet with any obstruction across the rails, swing back and releases a scoop, which drops across the metal and picks up the obstruction, whether it be a body or a big stone. There are sand boxes under the seats, which are also operated by the driver, and enable the wheels to grip when the line is slippery. Each car is divided into two compartments, to seat twelve first and twenty second-class passengers respectively. The seats in the first-class compartment are covered with ratan; those in the second-class are of wood. A sliding door separates the two classes.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 18th January, 1908. [142]

interior and enables the conductor to signal to the driver. On both the driving platforms there are "easy tong" steel gates, which can be closed to prevent passengers entering or leaving on the wrong side. The cars are provided with side windows and sun-shades, small upper windows and roof ventilators all of which can be thrown open to allow a through current of air during the hot weather.

The destination of each car is shown by a transparent roller-blind in front, bearing English and Chinese characters, which is set on each journey. Notices in English, French and Chinese warn passengers against smoking, spitting, or bringing dogs on board; it is to be hoped that the second rule will be strictly enforced. The route each car will take will further be indicated at night by coloured slides over one of the headlights. The interior of the roof and the smaller windows will be used for advertising purposes. The motors are arranged in series and in parallel, so that should one of them break down the car could still make its way back to the depot.

Moreover, a portable telephone is carried, by means of which communication can be established with headquarters through one of the numerous junction boxes. The trams also carry an emergency repair outfit, including rubber gloves and a few simple tools. Should the handbrakes fail, the trams can be brought up in half their own length by the electric brakes. For starting the cars there are three resistance grids beneath. Each tram, complete, weighs about ten tons. The car also contains a repair shop, fitted with a hydraulic ram, with a pressure of eight tons to the square inch—for removing and replacing tyres—a motor, lathe and other machinery. Mention should also be made of an electric air-compressor for blowing out the minor cases of the car.

The remainder of the accommodation in the sheds is devoted to store-rooms, a strong room, writing rooms for the staff, and offices for the traffic superintendent and his assistants. Residences for the foreign staff are building in the vicinity.

The actual date of the opening of the tram service has not yet been decided. It is expected that the current will be ready, in a fortnight's time, and two or three weeks later, when the drivers have mastered their duties, the trams may be expected to make their appearance in the streets of the Settlement. N. C. D. News.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on

WEDNESDAY,

the 22nd January, 1908, at Noon, at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

A QUANTITY OF MISCELLANEOUS GOODS,

Comprising—
NEW FELT HATS, CAPS, CABIN TRUNKS, GRESHAM, MACKINOSHES, RAINCOAT, SHOOTING BOOTS, EBONY-BUTTED OUBLES, BILLIARD HALLS, SEXTANTS WITH KEW CERTIFICATES, BINOCULARS, MICROSCOPES by a mill, BAROMETERS, CAMERAS, CLOCK, PENKNIVES, PLATED WARE, &c., &c., &c.; ALSO

RARE OLD VIOLIN, REVINGTON TYPEWRITER, HARTFORD TYPEWRITER, SUNDRY GOLD AND SILVER JEWELRY, VALUABLE GOLD CHRONOMETER, WATCHES, HUNTING CASES by Seawall, Liverpool.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 18th January, 1908. [142]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on

SATURDAY,

the 25th January, 1908, at 12 o'clock Noon, at 12, Pedder's Hill.

THE WHOLE OF THE VALUABLE FURNITURE, HOUSEHOLD FURNITURE, THEREIN CONTAINED, comprising—

SILK and PLUSH-COVERED DRAWING ROOM SUITE, TEAKWOOD OVER-MANTEL, with BEVELLED GLASS, a quantity of CANTON CARVED BLACK WOOD WARE, BRONZE BUSTS, ENGRAVINGS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MARBLE-TOP SIDEBOARD with BEVELLED GLASS, DINNER WAGGONS, GLASS, CROCKERY and E.P. WARE, Double and Single WARDROBES with BEVELLED GLASS, MARBLE-TOP BUREAU with BEVELLED GLASS, MARBLE-TOP WASH-STANDS, ELECTRIC FANS, and CHANDELIER, &c., &c., &c.

ALSO
A number of SILVER CANDLE-TICKS, TRAYS, FLOWER-HOLDERS, ORNAMENTS, COMBINATION IRON SAFE, &c., &c.

One POLYPHON-CONCERTO and ONE SEMI-GRAND PIANO by Steinway & Sons, New York and Hamburg, with extra 3-key Notes and Pedals to match (all in First Class Order and Condition).

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 18th January, 1908. [142]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 275 lbs. per £5.00 per Cask.

In Bags of 50 lbs. per £3.00 per Bag.

In Boxes of 100 lbs. per £2.00 per Box.

In Bags of 50 lbs. per £1.50 per Bag.

In Boxes of 100 lbs. per £1.00 per Box.

Hotels.

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICLY EUROPEAN MANAGEMENT.

Intimation.

**Wm.
Powell,
22d.,**
ALEXANDRA
BUILDINGS.

FOR THE
RACES.

Novelties

for

SMART WEAR.

**Fashionable
DRESS
FABRICS.**

**Dainty
Made-up
LACE GOODS.**

**Prevailing
Styles
in
MILLINERY.**

**Newest
FOOTWEAR.**

**W.M. POWELL,
LTD.,
DES VŒUX ROAD,
and
28, QUEEN'S ROAD,**

Public Companies**HONGKONG LAND RECLAMATION COMPANY, LTD ED.**

NOTICE is hereby given that the SEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 28th January, 1908, at 11.15 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1907.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 21st January, to TUESDAY, the 28th January, 1908, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary,
Hongkong, 14th January, 1908. [127]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the TWENTIETH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 28th January, 1908, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1907.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 20th January, to TUESDAY, the 28th January, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.,
Hongkong, 10th January, 1908. [104]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

NOTICE is hereby given that the TWENTIETH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 28th January, 1908, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1907.

The REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, the 19th January, to TUESDAY, the 28th January, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary,
Hongkong, 10th January, 1908. [103]

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE ELEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in this Company will be held at the OFFICES of the Company, St. George's Building, No. 6, Connaught Road, on WEDNESDAY, 29th January, 1908, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 26th January, until WEDNESDAY, the 29th January, 1908; both days inclusive.

SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 16th January, 1908. [134]

Notices of Firms.**INTERNATIONAL SLEEPING CAB**

and

EXPRESS TRAINS CO.

(THE

**GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)**

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO.,
Agents,
Hongkong, 1st July, 1907. [147]

NOTICE.

THE INTEREST and RESPONSIBILITY of the late CHAN HUNG SYEK (陳衡石) and of the late YAU KAI MEE (游介眉) in the Firm of HIMLY & CO. having ceased on the 1st January, 1907, Mr. CHAN CHEW (陳才修) has been admitted a Partner as from the 1st day of January, 1908.

HIMLY & CO.,
Agents,
Hongkong, 15th January, 1908. [153]

Consignees.**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.****FROM CALCUTTA, PENANG AND SINGAPORE.****THE Company's Steamship****"NAMSANG."**

having arrived from the above Ports, Consignees of Cargo by sea are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 15th of January, at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd of January, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of January, at 9.30 A.M.

All claims must reach us before the 26th of January, 1908, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwritten.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwritten.

JARDINE, MATTHISON & CO.,
General Managers,
Hongkong, 15th January, 1908. [150]

Consignees.**"SHIRE" LINE OF STEAMERS, LTD.****NOTICE TO CONSIGNEES.****FROM MIDDLESBOROUGH, ANTWERP, LONDON AND STRAITS.****THE Steamship****"FLINTSHIRE."**

Captain G. C. Cuddy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents, Hongkong, 15th January, 1908. [132]

HAMBURG-AMERIKA LINIE.**THE H.A.L. Steamship****"SAXONIA."**

Captain Siehr, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office, Hongkong, 14th January, 1908. [123]

HAMBURG-AMERIKA LINIE.**THE H.A.L. Steamship****"SIKIANG."**

Captain Haber, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office, Hongkong, 15th January, 1908. [133]

NORDDEUTSCHER LLOYD, BREMEN.**IMPERIAL GERMAN MAIL LINE.****NOTICE TO CONSIGNEES.****THE Steamship****"PRINZ HEINRICH."**

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 15th of January, at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd of January, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of January, at 9.30 A.M.

All claims must reach us before the 26th of January, 1908, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO., Agents, Hongkong, 15th January, 1908. [130]

NORDDEUTSCHER LLOYD, BREMEN.**IMPERIAL GERMAN MAIL LINE.****NOTICE TO CONSIGNEES.****THE Steamship****"PRINZ WALDEMAR."**

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd of January, will be subject to rent.

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NORDDEUTSCHER LLOYD,
MELCHERS & CO., Agents, Hongkong, 15th January, 1908. [131]

CRUSBY HALL SAVED.**IMPORTANT GOVERNMENT PROPOSAL.****London, Dec. 17th.**

"The Government are considering a proposal to co-operate with the London County Council and the City Corporation in the acquisition of Crosby Hall."

Such was the interesting announcement which Mr. Ernest Gray, the chairman of the Local Government Committee made this afternoon at the meeting of the County Council—an announcement which contained, as he afterwards remarked, a reasonable probability of giving effect to the widespread wish, not of London only, but also of greater London, and wherever people are familiar with London's remaining historical memorials, that Crosby Hall shall be preserved to the public forever.

The negotiations, Mr. Gray went on to tell the Council, had necessarily been conducted privately; but he was in a position to say that the Government were anxious to associate themselves with the authorities mentioned in saving the building, and were prepared to consider a scheme under which the commercial library of the Board of Trade, now in the vaults of the Foreign Office, could be housed in Crosby Hall. In addition to using Crosby Hall, the Board also desired to obtain in the immediate vicinity other accommodation for purposes closely associated with the library. And the whole scheme, Mr. Gray added, would include that of preserving the hall for the public.

At yesterday's conference at the Mansion House, Mr. Gray said, the representatives of the Council were precluded from making any definite statement on the subject, it being thought that the first intimation of the scheme should be given to the Council.

By the scheme proposed they were assured of a substantial tenant for Crosby Hall, whose guarantees were beyond all question, a tenant who was prepared to take it over for the preservation of the hall, the scheme itself being adopted by the Council.

The Scheme, Mr. Gray pointed out, would be, before the Council were asked to adopt it, exhaustively examined by the Finance Committee, and in the meantime what they asked was greater freedom for carrying out negotiations.

It was accordingly proposed that the resolution which the Council passed a fortnight ago should be rescinded, and that the Local Government Committee should be authorised to ascertain:

(1) Whether the City will co-operate with the Council in securing the site of Crosby Hall;

(2) Whether the Preservation Committee will obtain the consent of the subscribers to the preservation fund to transfer their subscriptions to the Council in order to assist in carrying out the scheme.

The Authority was also asked to inform the Chartered Bank of the strong desire of the Council and the Corporation to preserve the hall, and of the co-operation of the Government, and to invite them to surrender their purchase of the site on suitable terms to be agreed upon.

Finally the committee asked to be authorised to enter into such negotiations as are necessary to provide a complete scheme for the preservation of the hall, it being provided that such scheme shall not allow for any charge being made upon the rates.

Telegrams.

[Reuters.]

The Japanese Ambassador to Rome.

London, 17th January.

The King and Queen of Italy gave a banquet to Mr. Takahira, at which Signor Tittoni, Minister for Foreign Affairs, and the Embassy staff were present.

The Morocco Question.

It is announced in Berlin that Germany is in favour of a neutral attitude by the Powers in regard to the rival Sultans.

The Germanization of Poland.

The Bill for the Germanization of the Polish Provinces has passed its second reading in the Prussian Chamber.

Morocco.

The tribes in the Merakech region have proclaimed a holy war and all the southern tribes are joining.

Firmans Firma.

Firman Firma sent a message on the 13th inst. from Tabriz, saying that he could only hold Subbulak for four days more.

The State of Ireland.

18th January.

Five hundred men and women attacked twenty police, who were escorting a process server to Galway.

The party was severely handled and rolled in the mud, the inspector being severely cut on the face and the processes torn up.

At the Carrick-on-Shannon sessions, ejectment decrees have been granted against 300 tenants on the Lalouche estate in Leitrim, for refusing to pay rent unless the landlord sold the ground on their terms.

CANTON DAY BY DAY.

SS "SAINAN" CLAIM.

[From Our Own Correspondent.]

Canton, 18th January.

It is reported that H.E. the Viceroy yesterday handed over a sum of some \$80,000 to the British Consul-General at this port in payment of the indemnity to the ss. Sainan as compensation for loss sustained by her in the piracy which occurred two years ago.

PROPOSED SHIPPING COMPANY.

Yesterday a meeting was held at the headquarters of the Canton Self-Government League to discuss matters in connection with the West River patrol, and the formation of the proposed shipping company. There was present a large attendance, included among whom were the Wucho-w delegates. At this meeting the majority, in view of the fact that the transfer of the control of the inspection of machinery from the Customs authorities to Chinese officials has not yet been actually effected, decided to forward telegraphic petitions to the Ministry of Communications and Posts (Yuchuanpo) and other Ministries at the Capital requesting them to assist the people of Canton to bring about the desire of forming a society which will be entirely independent of the Customs authorities of inspecting machinery or launches withdrawn, so that Taotai Wei Han may at an early date take up the appointment as Inspector of Machinery of Chinese-owned steam launches. Telegrams to this effect were then drafted to be despatched to Peking and were approved of by all those present.

The regulations and the prospectus concerning the flotation of the shipping company were passed around to the meeting and it was then decided to open an office on 8th day of the 1st month in the coming year to attend to business in connection with the shipping company. At the meeting the representatives from Wucho-w expressed their eagerness to see the proposed concern established at an early date and carried out with success.

REBELS IN ANHUA.

The Ministry of Foreign Affairs (Waiwupu) has wired to the Canton Viceroy that the French Government at Annam has consented to the Chinese Government's request to drive out any Chinese bid characters and rebels who may be taking refuge in that country.

DOCTOR KIDNAPPED.

Two days ago, a native doctor residing in Sai Chiu close to Faishan, was kidnapped by robbers who now demand a ransom of a sum of \$5,000 for the release of the doctor. The doctor is a well-to-do individual and the robbers had long been planning to extort some money from him, but they could not devise any plan until two days ago, when two robbers called at the doctor's house with a sedan chair under the false pretence that his services were required to attend a sick patient. The doctor did not suspect them in any way, and hurriedly went off as requested in the chair. Yesterday the relatives of the kidnapped man received a letter from the robbers informing them of the facts and demanding the above sum for his release.

A CHINIAN STUDENT AT SHEFFIELD UNIVERSITY.

A CHINIAN student at Sheffield University replies in *Forerunner*, the University journal, to criticisms of Chinese customs which were made at the recent missionary exhibition in that city. As to foot-binding, he says the practice has been stopped, and he goes on to point out that "there is a fashion which has spread from Paris to London" and "now to nearly all the big towns in Europe, which is to 'smaller' your waist, to twist your feet into very tiny shoes, to heighten the heels of your shoes, and to lengthen your toes." All of these have been done to make you good for health.

As our old customs have been changed by your

ELLIS KADOORIN'S SCHOOL.

ANNUAL PRIZE DISTRIBUTION.

The annual prize distribution of Ellis Kadoorin's School took place this forenoon. Punctually at the appointed time—half past eleven o'clock—his Excellency Sir Frederick and Lady Lugard, accompanied by Mr. A. J. Brackenbury, private secretary, arrived, and were received by Mr. Ellis Kadoorin, the President, Mr. W. D. Braithwaite, the headmaster, Mr. Ho Kom Tong and Mr. Lau Chu Pak, who showed them to the nicely decorated hall, which by this time was well filled with visitors. Among others present were: Archdeacon Bamister, Mr. and Mrs. E. S. Kadonie, Rev. and Mrs. Penrice, Rev. and Mrs. Hickling, Mr. G. Peary, Mrs. Braithwaite, Messrs. R. C. Barlow, D. M. Nicolson, A. Hamilton, Mr. and Miss Hodger, Capt. McGioly, Mr. and Mrs. Raymond, Mr. E. J. Moses, Mrs. Bryson, Mrs. McCubbin, Mrs. Milroy, Mrs. Walker, Mrs. Stevenson, Mr. and Mrs. Sheffield, Mrs. Halton, Mrs. Hale, Mrs. Hodgkin, Mr. Chau Shiu-ki, Mr. and Mrs. Young Hee, Messrs. J. Moore, A. McKenzie, J. L. McPherson, Rue Yan Chuen, Tsang Yuet Kai, Ip Seung Wan, Choi Tze Yick, etc.

WELCOME.

Mr. Braithwaite opened the proceedings by welcoming their Excellencies on behalf of the Council of the School, the scholars and the masters, on their first visit to the school. (Applause).

THE HEADMASTER'S REPORT.

Then he read the school's report, as follows:—Your Excellency, Mr. President, Ladies and Gentlemen.—It is with much pleasure that I present to you the seventh annual report of the Society's Hongkong College, recording, as it does, an extraordinary increase in point of numbers over the attendance of any previous year. For the purposes of the Government Grant-in-Aid scheme, the College's year closes on the last day of June. Mr. E. D. C. Wolfe, in the absence of Mr. E. A. Irving, conducted the annual examination on behalf of the Government and on the 16th July reported as follows:—

Staff:—Mr. Braithwaite, 3 English assistant masters, and 11 Chinese masters. Discipline and organization, good, on the whole. The school now numbers over 500 boys. The roll is called in a very short time, considering the number of boys. Discipline is well maintained by the English masters, but the same does not appear to be the case with the Chinese masters. In one occasion while I was examining boys on the first floor of the new building a great deal of noise was going on in the floor where Chinese masters were teaching. Discipline and obedience to orders should be strictly enforced by all in authority. Sanitation:—Very satisfactory.

Floor space:—Sufficient for 1,056 pupils.

Apparatus:—Very satisfactory.

English Colloquial:—Fair, except in Class IV where it was distinctly poor.

Reading:—Good throughout the school.

Composition:—Fair. The style is faulty, especially as in letter writing. The junior boys appeared to take much more interest in this branch of their work than the seniors. In Class I and II it was very difficult to get an even answer to the simplest question.

Grammar:—There was a great lack of uniformity in the analysis of sentences. Many mistakes were due to carelessness, and it was obvious that the questions had not been studied properly before the answers were given. In this subject as in others the answers were very similar and appeared to have been learned by heart.

Geography:—Good, except in Class VII.

Class I was distinctly good, Class II did well except in map-drawing. The map of the course of the Yang Tsé Kiang indicating the important towns on its banks were failures in most cases.

History:—Good on the whole. The subject chosen was extremely difficult, i.e., the history of the ancient Egyptians, Chaldeans and Assyrians, and had been learnt by heart. I very much doubt if the subject was well understood. A knowledge of the history of China or of the nations with whom China has dealings would appear to me a more profitable subject of study and one which would be very much easier to acquire.

Mathematics: Arithmetic:—Weak in Classes I and II, and good throughout the rest of the school.

Algebra:—Fair.

Euclid:—Fair in Classes I and II and good in III. The figures were in many cases very badly drawn and in this as well as in other subjects there was an absence of neatness and method.

Mensuration:—Very good. This subject is only taught in Class I.

Science:—Good. The text book is rather old-fashioned and should be changed.

Classes II and III the answers to the questions appear to have been learnt by heart. As in the grammar and history papers, when one paper has been read through the contents of all the remaining papers are known. The teaching of this subject should be of a more practical nature and boys should be discouraged from using the exact words of the text book. To quote some instances of the similarity of papers the word "capacity" appears in almost all cases as "capacity" and "gas" as "fires." Sentences begin in the words of the book. An astonishing fact may here be mentioned. Boys have obviously been learnt by heart.

Chinese:—There are twelve Chinese classes in all. The reading in half of them was good as was the explanation of the text; in the remainder fair only. The composition also varied from very good in the upper classes to fair in the lower ones.

Chinese:—translation:—Very fair on the whole, but the boys use sentences and expressions which are not alike. It is very difficult to believe that they have not copied from each other's papers. Such expressions as "the sea into bankruptcy" occur in nearly every paper. Examples of translation:

"Every boy left out the final sentence, 'Here with copy of the account for goods supplied.' The English was in some cases very bad. Greater care must also be taken to translate the full text and not to omit sentences or parts of sentences."

Hygiene:—Good in the advanced course. Poor in the elementary course.

General:—The new wing was opened about one year ago, but even with this additional accommodation the congestion in the old building is still great. Some of the classes are too big for one master to supervise properly. The boys throughout the school should be encouraged to speak louder and more distinctly, as at present their answers are often quite inaudible, especially if they had to be seated at the back of one of the large class rooms.

Grant:—I recommend a grant at the rate of 39/- and consider that very satisfactory progress has been made during the past twelve months.

Proceeding, Mr. Braithwaite said:—In the report just read there are one or two points that call for remark. The subjects embodied in our curriculum are submitted to and approved by the Inspector of Schools. The portion of history selected for the period under review is part of a scheme arranged by a committee appointed by Government for the purpose. The details of this scheme are to be found in a Blue Book issued by the Education Department in 1904. In translation from Chinese to English the frequent recurrence of the expression "fallen into bankruptcy" is explained by the fact that the Chinese class master had so translated the characters on previous occasions. In Class II the sentence referred to because it was not contained in the body of the letter. Mensuration is taught in Classes I and II and papers on this subject were set to both classes at the examination. The faculty which Chinese youths possess of memorising facts and phrases accounts in many instances for similarity in the wording of answers. The science lessons are illustrated by practical experiments in which the pupils take part and ample apparatus is provided and used for this purpose. The Headmaster was absent on leave from 4th May to 14th November. The Anglo-Chinese staff was increased by the engagement of "Mr. Young Kong," who joined on 6th May. To keep pace with our steadily increasing numbers the Council has sent to England for two additional trained teachers, who are expected to arrive after the Chinese New Year holidays. The greatest number on the register during the year was 571 and the maximum number present was 528. The average daily attendance was 392 compared with 319 for the previous year, and for the six months ending 31st December, 1907 it has been 467. Classes were held on 21 days and 158 boys were present on every occasion while 125 made 200 or more attendances. This is a great improvement on last year when the numbers were 82 and 61 respectively. This subject has been taught regularly throughout the year and the lessons have been wherever possible accompanied by experiments in which the students evince the greatest interest. In the last competition held in the senior division on our pupils, Lau Yu Chung, was bracketed with a student from another college for first place, while in the team examination held in December last our students occupied fourth place.

Classe for physical exercise which every student, unless physically unfit, is expected to attend, have been held regularly twice a week and under the able and energetic direction of Sergeant Liddiard, of the 3rd Middlesex Regiment, the students are reaping the benefits of a regular system of physical culture. The College football club, thanks to the exertions of Messrs. Barlow and Hamilton, continues to attract an increasing number of players and it is due to the assiduous coaching of the former that the College team heads the list of Chinese schools competing in the League matches. In summer when football could not be played bathing and swimming club was inaugurated and over 100 boys gladly availed themselves of the opportunity for such pleasant recreation. The benefits derived by pupils from association with the masters in the recreation field cannot be over-estimated.

The library which was formed three years ago is still well patronized by the boys, more particularly by the students of the upper forms, who will be pleased to hear that there is a probability of a number of new books being added to the collection at an early date. As in former years the examination on the results of which the scholarship and prizes are awarded was held as late as possible in the fourth session. Into the great mass of figures connected therewith I do not propose to enter, as for the information of the Council the examination schedules are appended. Briefly stated the results were as follows:—149 pupils were present at examination, of these 29 failed to gain 50% of the possible number of marks and 410 passed—93.5%. In the individual subjects the percentage of passes was:

Reading:—97%; Arithmetic:—83%; English composition:—72%; English colloquial:—93%; Geography:—89.5%; Grammar:—87%; Dictation:—64%; Writing:—94%; History:—92%; Translation:—E. to C.; 79%; C. to E.; 49%; Euclid:—83.8%; Algebra:—92%; Elementary science:—91%; Hygiene:—85.9%.

The outstanding features of the examination were (a) the signal failure of the two highest forms in the piece of unseen dictation, (b) the almost total absence of Class IV in the grammar paper, and (c) the remarkably good results throughout in English colloquial. The last mentioned is particularly gratifying as it realizes to a great extent our principal ideal which is to produce English-speaking students.

To the directors of the Tung Wah Hospital, the Committee of the P. & L. Co., Messrs. Kelly and Walsh, and the various members of Chinese Engineering & Mining Co., Ltd., I acknowledge that the total output of the Company in three miles for the week ending

January 14, 1908 amounted to 5,670 tons and 1,600 cubic ft. during the same period in 1907.

His Excellency said that the following telegram was received from the Chinese Engineering & Mining Co., Ltd., on Friday evening:

"Sir, I am sending you the following telegram from the Chinese Engineering & Mining Co., Ltd., dated January 14, 1908:—

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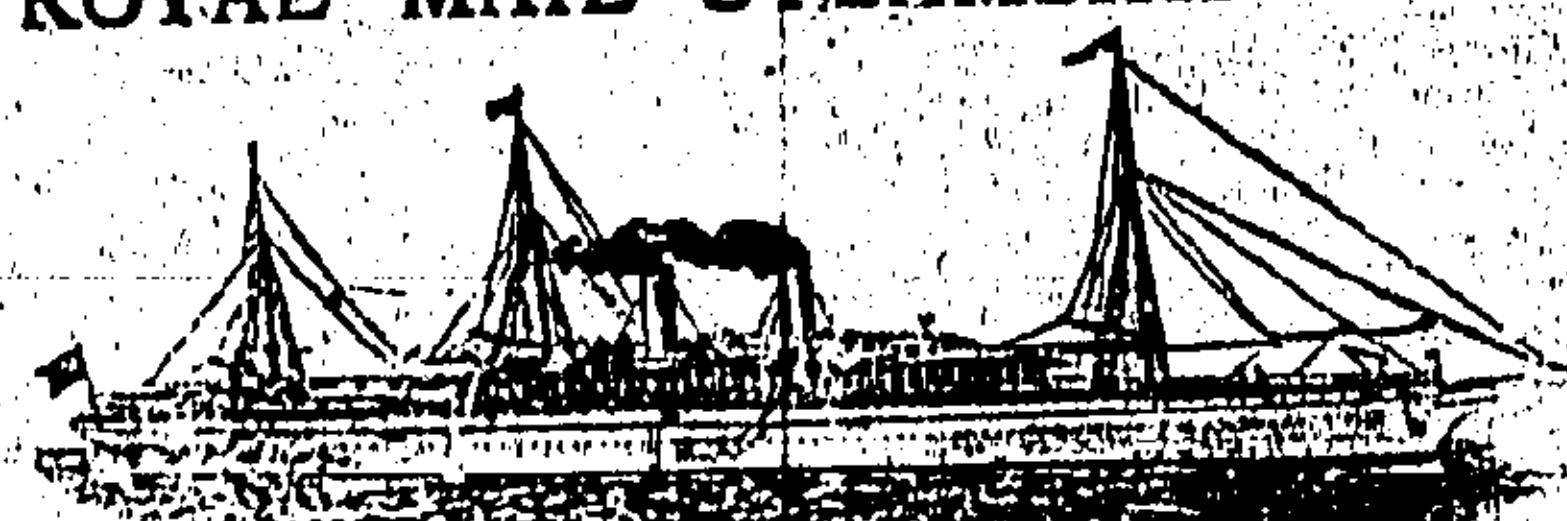
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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

| PROPOSED SAILINGS. | | (Subject to Alteration). |
|--------------------|-------|--------------------------------------|
| R.M.S. | Tons. | LEAVE HONGKONG ARRIVE VANCOUVER |
| "MONTREAL" | 6,630 | WEDNESDAY, Jan. 29th Feb. 2nd |
| "EMPEROR OF JAPAN" | 6,000 | THURSDAY, Feb. 1st Mar. 2nd |
| "EMPEROR OF CHINA" | 6,000 | THURSDAY, Mar. 1st Mar. 3rd |
| "EMPEROR OF INDIA" | 6,000 | THURSDAY, April 9th April 27th |
| "MONTREAL" | 6,160 | WEDNESDAY, April 16th May 16th |
| "EMPEROR OF JAPAN" | 6,000 | THURSDAY, May 7th May 25th |

"EMPEROR" steamer will depart from Hongkong at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, \$1,000 per week; via St. Lawrence River Lines or New York £71.10.

Hongkong to London, Intermediate on First-class rates include cost of Meals and Birth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTREAL" carries "Intermediate" Passengers only, at Intermediate rates, according superior accommodation for that class.

Passenger Books through all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Hongkong, 16th January, 1908.

Corner Fader Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

| For Steamship | | On |
|----------------------------|------------|---------------------------|
| SHANGHAI | HANGSANG | TUESDAY, 21st Jan. 4 PM. |
| SINGAPORE & SOURABAYA | ONSANG | THURSDAY, 23rd Jan. 3 PM. |
| MANILA | YUENSANG | FRIDAY, 24th Jan. 4 PM. |
| TSINGTAU and CHEFOO | CHONGSHING | SATURDAY, 25th Jan. 4 PM. |
| SGAPORE, PENANG & CALCUTTA | FOOKSANG | TUESDAY, 28th Jan. 3 PM. |
| MANILA | LOOSANG | FRIDAY, 31st Jan. 4 PM. |

FOR THE MANILA CARNIVAL.

A Special reduced fare of \$10 for Return Passages will be issued for our Sailings to Manila of the 24th and 31st instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo and Tientsin via Ching-Yan-Tau.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 20th January, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS.

TO SAIL.

| | | |
|------------------------------|-------------|------------------|
| MANILA | "TAMING" | 21st Jan., 4 PM. |
| CEBU & ILOILO | "KAIFONG" | 23rd " |
| SHANGHAI | "KUIKIANG" | 23rd " |
| MANILA | "TEAN" | 28th " |
| MANILA, ZAMBOANGA & COLONIES | "CHINGTU" | 1st Feb. |
| SHANGHAI | "SHAOHSING" | 1st " |
| CEBU & ILOILO | "SUNGKIANG" | 1st " |
| SHANGHAI | "YOCHOW" | 6th " |

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 20th January, 1908.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Date. |
|------------|-------|----------|--------|----------------------------|
| ZAFIRO | 2540 | Frasier | MANILA | SATURDAY, 25th Jan., 1908. |
| RURI | 2540 | Almond | " | SATURDAY, 1st Feb., 1908. |

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 20th January, 1908.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

107 Ocean Steamers

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HARSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HABSBURG 29th Jan., 1908

RHENANIA 26th Feb., 1908

HOHENSTAUFEN 23rd March, 1908

Hongkong, 17th January, 1908.

[153]

Douglas Steamship Company, Limited.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 21st instant, at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, 17th January, 1908.

[153]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"EMPIRE."

Captain Helm, will be despatched as above, on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBBS, LIVINGSTON & CO.,

Agents.

Hongkong, 7th January, 1908.

[153]

FOR SHIRE LINE OF STEAMERS.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE."

will be despatched for the above Ports, on or about the 7th February, 1908.

For Freight, etc., apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 9th January, 1908.

[153]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA.

VIA

IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail

KASATO MARU 6,100 { sometime in March, 1908.

Taking Freight and Passengers to other Western and Eastern Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,

Manager.

York Building.

Hongkong, 26th December, 1907.

[153]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAU" Capt. E. S. CROWE.

Leave Hongkong for Canton at 6 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have excellent Accommodation for First Class Passengers and are throughout by Electricity. Electric Fans

are in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.50 per day.

Shipping.**Arrivals.**

Kiukang, Br. s.s., 1,227, H. A. Wayell, 18th Jan.—Shimoseki, 11th Jan; Coal—J. M. & Co.
Yingchow, Br. s.s., 1,234, W. Fraser, 18th Jan.—Chinwangtung 13th Jan; Gen.—B. & S.
Helene, Ger. s.s., 771, J. Jeisen, 18th Jan.—Touane and Holhow 13th Jan; Gen.—J. & Co.
Chlyuen, Ch. s.s., 1,177, C. Stewart, 18th Jan.—Shanghai 15th Jan; Gen.—C. M. S. N. Co.
Ovid, Br. s.s., 2,686, Cubit, 18th Jan.—Moj, 18th Jan; Coal—D. & Co.
Catherina, Appear, Br. s.s., 1,230, W. D. A. Thomas, 18th Jan; Calcutta 25th Dec.; Penang and Singapore 5th Jan; Gen.—D. S. & Co., Ltd.
Chihli, Br. s.s., 1,176, J. Warrack, 16th Jan.—Haiphong and Hoitow 17th Jan; Gen.—J. & Co.
Empress of Japan, Br. s.s., 1,039, Henry Pybus, R.R.A., 13th Jan; Vancouver 2th Dec.; and Shanghai 11th Jan; Mails and Gen.—C. P. R. Co.
Fukushu Maru, Jap. s.s., 1,050, T. Ito, 18th Jan.—Swatow 17th Jan; Gen.—O. S. K. Germania, Ger. s.s., 1,162, D. Maclean, and Gen.—G. L. & Co.
Haitan, Br. s.s., 1,183, J. S. Roach, 18th Jan.—Hoitow 12th Jan; Bellast—B. & S.
Kaifeng, Br. s.s., 984, Mathias, 18th Jan.—Cebu and Illoilo 15th Jan; Sugar—B. & S.
Glenfalloch, Br. s.s., 1,114, J. Hinsworth, 19th Jan.—Singapore 13th Jan; Gen.—J. Tek Seng.
Occident, Fr. s.s., 2,128, Magnen, 20th Jan.—Marseilles 2nd Dec.; and Saigon 17th Jan; Mails and Gen.—M. M.
Kumano Maru, Jap. s.s., 1,147, N. Matsumoto, 20th Jan.; Manila 18th Jan; Copper, Lead and Gen.—N. Y. K.
Yuensang, Br. s.s., 1,28, Rolfe, 20th Jan.—Manila 17th Jan; Gen.—J. M. & Co.
Taiwan, Br. s.s., 1,012, J. A. Matto, 20th Jan.—Faukong Bay 16th Jan; Salt—Chine.
Hakai Maru, Jap. s.s., 1,08, T. Murai, 20th Jan.—Bangkok 11th Jan; and Swatow 19th Jan.—Singapore 17th Jan; Gen.—N. Y. K.
Childer, Nor. s.s., 1,102, H. Neill, 20th Jan.—Bangkok 11th Jan; and Swatow 19th Jan.—Gen.—N. V. K.
Jacob Diederichsen, Ger. s.s., 1,13, A. Hansen, 20th Jan.—Pahk i and Hoitow 19th Jan; Gen.—J. & Co.
Singan, Br. s.s., 1,04, F. Jamison, 20th Jan.—Hal-hong and Holhow 19th Jan; Rice and Live Stock—B. & S.
Wu-hu, Br. s.s., 1,127, J. Cogan, 21st Jan.—Wuhuan Chinkang 16th Jan; Gen.—B. & S.
Clearances at the Harbour Office
Mails, for Shanghai.
Ganges, or Calcutta.
Oceanus, for Macao.
Oceanus, for Canton.
Chlyuen, for Canton.
Wisan, for Canton.
Vingt, for Canton.
Kintang, for Canton.
Satato, for Saigon.
Nameing, for Shanghai.
Jacob Diederichsen, for Hoitow;

Departures.

Jan. 19.
Hawke, Br. cruiser, for Singapore.
Crescent Br. cruiser, for Singapore.
Jan. 19.
Austria, for Shanghai.
Norwund, for Singapore.
Johanna, for Swatow.
Tjalmi, for Samarang.
Clara Jelsen, for Saigon.
Dafin Maru, for Swatow.
Jan. 20.
Anglo Saxon, for Calcutta.
Oceania, for Shanghai, &c.
Namang, for Shanghai.
Hangtang, for Shanghai.
Cityman, for Cipion.
Passengers arrived.
Per Helene, from Holtow—Mr. Silver, and 50 Chinese.
Per Yuensang, from Manila—Mrs. Slayton, and Mrs. Carter.
Per Malle, from Antwerp for Honolulu—Mr. Monant (French Consul). For Hongkong—Mrs. Monant, Mrs. Huis, and 121 Chinese.
Per Haikow, from Coast Ports—Mrs. A. B. Moulder, Capt. Thomas, Messrs. Wm. Gibb, James Pringle, Wm. McColl, T. Pitt, C. O. Smith, Fries, Rev. Father Novay, Rev. Father Narro, and 183 Chinese.
Per Oceanus, for Hongkong from Marseilles—Mr. Weill. From Singapore—Mr. Willy. From Saigon—Messrs. Lauff, Weill, Ugster, Mrs. Lou-eiro, Mrs. Bion, Messrs. Maire, Pou-blard, Jaubert, and 199 Chinese.
Per Kumano Maru, from Manila for Hongkong—Misses Alexander, Maude Cohen, Col. W. C. Hay, Mr. C. Leege, Capt. H. Synott, Mr. and Mrs. Whitmore, Mr. and Mrs. G. Broadwood, Messrs. Dodwell, W. J. Keny, G. Osborne, Dr. Steffix, C. Young, W. Kuttermann, K. Sakurai, Japanese, and 66 Chinese. For Nagasaki—Mr. S. Iishi, F. Ishii, K. Matsuda, Miss E. Matsukage, Mr. T. Yoshida, and 10 Chinese. For Kobe—Misses K. Hisamatsu, S. Iidemoto, Miss Jelani, Messrs. T. Naito, E. Ohno, H. Fukushima, T. Shima, Yan Tom, and 11 Japanese. For Yokohama—Mr. J. Maddison, Mr. and Mrs. J. Takahashi and child.
Per Glensflock from Singapore—993 Chinese.
Per Jacob Diederichsen, from Hoitow—Mr. Caning.
Per Kaff, from Illoilo—Messrs. Forrester, Abraham, Mrs. Sotto and maid.
Per Haldia Maru, from Shanghai—Miss E. Ross, Messrs. B. Comes, E. M. Laricina, Wm. Sinclair, 5 Russians, 1 Norwegian, 31 Chinese, and 32 Japanese.

Shipping Reports

Sir. Angelis, from Bangkok—Fair, very good.
Sir. Yung-sing, from Manila—Light winds and fine weather throughout.

Sir. Taiwan, from Fankow Bay—Fine and clear throughout.
Sir. Singan, from Holtow—Light winds, fine and clear, smooth sea.

Sir. Wu-hu, from Chinkang—Light winds and fine weather throughout.

Sir. Helene, from Cebu, &c.—Variable winds and smooth sea, overcast but at intervals.

Sir. Orca, 10th Mill—Strong S.W.W. winds to Holtow; strong N.W. winds to Hongkong.

Sir. Kaff, from Cebu, &c.—Fine weather, with moderate trades, and sea from the Philippines Coast, and light winds, and smooth sea throughout Illosgood.

VESSELS IN PORT**STEAMERS**

Amara, U. s.s., 1,055, C. J. Mattock, 16th Jan.—Shimoseki, 11th Jan; Coal—J. M. & Co.
America Maru, Jap. s.s., 3,460, Philip H. Going, 15th Jan.—San Francisco 17th Jan, and Shanghai 12th Jan; Mail and Gen.—T. K. K.
Ariake Maru, Jap. s.s., 822, N. I. Baltzer, 11th Jan; Haiphong and Hoitow 17th Jan; Gen.—J. & Co.
Atami Maru, Jap. s.s., 83, T. Ota, 5th Jan; Moji 10th Dec.; Coal—M. B. K.
Catherina, Appear, Br. s.s., 1,230, W. D. A. Thomas, 11th Jan; Calcutta 25th Dec.; Penang and Singapore 5th Jan; Gen.—D. S. & Co., Ltd.
Chihli, Br. s.s., 1,176, J. Warrack, 16th Jan.—Haiphong and Live Stock—B. & S.
Ching Wo, Br. s.s., 2,51, D. Maclean, and Gen.—J. & Co.—Singapore 16th Dec.; Bellast—B. & S.
Empress of Japan, Br. s.s., 1,039, Henry Pybus, R.R.A., 13th Jan; Vancouver 2th Dec.; and Shanghai 11th Jan; Mails and Gen.—C. P. R. Co.
Fukushu Maru, Jap. s.s., 1,050, T. Ito, 18th Jan.—Swatow 17th Jan; Gen.—O. S. K. Germania, Ger. s.s., 1,162, D. Maclean, and Gen.—G. L. & Co.
Haitan, Br. s.s., 1,183, J. S. Roach, 18th Jan.—Hoitow 12th Jan; Bellast—B. & S.
Kaifeng, Br. s.s., 984, Mathias, 18th Jan.—Cebu and Illoilo 15th Jan; Sugar—B. & S.
Kemal, Br. s.s., 1,14, J. Hinsworth, 19th Jan.—Singapore 13th Jan; Gen.—J. & Co.
Latching, Br. s.s., 1,067, A. E. Hodges, 19th Jan.—Fochow 16th Jan; Gen.—J. & Co.
Ovid, Br. s.s., 2,686, Cubit, 18th Jan.—Moji 18th Jan; Coal—D. & Co.
Salasie, Fr. s.s., 2,553, A. Alland, 16th Jan.—Yokohama 11th Jan, and Shanghai 17th, Mails and Gen.—M. M.
Malte, Fr. s.s., 5,142, L. Beaud, 16th Jan.—Antwerp 16th Dec.; Gen.—V. M.
Haitan, Br. s.s., 1,067, A. E. Hodges, 19th Jan.—Fochow 16th Jan; Gen.—J. & Co.
Ovid, Br. s.s., 2,686, Cubit, 18th Jan.—Moji 18th Jan; Coal—D. & Co.
Tiger, Ger. s.s., 1,001, Chr. Kimpel, 19th Jan.—Yokohama 11th Jan; Gen.—B. & S.
Aughin, Ger. s.s., 1,001, Chr. Kimpel, 19th Jan.—Bangkok 11th Jan; Gen.—B. & S.
Hulakong, Ger. s.s., 1,162, Delme, 19th Jan.—Canton 19th Jan; Gen.—C. M. S. N. Co.
Hangtan, Br. s.s., 1,356, S. Wilde, 10th Jan.—Canton 19th Jan; Gen.—J. & Co.
Suisang, Br. s.s., 1,085, W. D. Welsh, 19th Jan.—Hongkay 17th Jan; Gen.—J. & Co.
Kaufing, Br. s.s., 984, Mathias, 18th Jan.—Cebu and Illoilo 15th Jan; Sugar—B. & S.
Glenfalloch, Br. s.s., 1,14, J. Hinsworth, 19th Jan.—Singapore 13th Jan; Gen.—J. & Co.
Seng.
Occident, Fr. s.s., 2,128, Magnen, 20th Jan.—Marseilles 2nd Dec.; and Saigon 17th Jan; Mails and Gen.—M. M.
Kumano Maru, Jap. s.s., 1,147, N. Matsumoto, 20th Jan.; Manila 18th Jan; Copper, Lead and Gen.—N. Y. K.
Yuensang, Br. s.s., 1,28, Rolfe, 20th Jan.—Manila 17th Jan; Gen.—J. M. & Co.
Taiwan, Br. s.s., 1,012, J. A. Matto, 20th Jan.—Faukong Bay 16th Jan; Salt—Chine.
Hakai Maru, Jap. s.s., 1,08, T. Murai, 20th Jan.—Bangkok 11th Jan; and Swatow 19th Jan.—Gen.—N. Y. K.
Montague, Br. s.s., 1,053, S. Robinson, R.R.A., 20th Jan.; New York, U.S.A., 21st Oct.; Case Oil—Order.

Koroma, Aust. s.s., 2,387, P. Gerestamer, 29th Dec.—Novomeren Bussen, (B.G.), 12th Nov.; Cement, Order.
Kumamoto Maru, Jap. s.s., 1,235, Z. Baba, 18th Jan.—Takao 16th Jan; Ballast—C. & Co.
Montague, Br. s.s., 1,053, S. Robinson, R.R.A., 20th Jan.; Vancouver 13th Dec.; and Shanghai 7th Jan; Mails and Gen.—C. P. R. Co.
Nord, Nor. s.s., 2,15, Haroldson, 14th Jan.—Tourane 11th Jan; Rice and Salt—A. Agard, Thoresen & Co.
Nord, Br. s.s., 1,150, T. J. Pyne, 17th Jan.—Singapore 10th Jan; Kercsine Oil—Mr. Geo. McInlay Co.
Onsang, Br. s.s., 1,08, F. Jamison, 20th Jan.—Java 5th Jan; Sugar—J. M. & Co.
Persia, Br. s.s., 2,744, A. Dixon, 18th Jan.—San Francisco 7th Dec., and Portland, Or. 15th, Flour—O. & O. S. S. Co.
Pohkhan, Br. s.s., 1,640, C. W. Turner, 14th Jan.—Moji 8th Jan; Coal—D. & Co., I.d.
Prince Waldemar, Ger. s.s., 1,737, W. van Senden, 15th Jan.—Manila 12th Jan; Gen.—M. & Co.
Samson, Ger. s.s., 998, F. Schmitz, 17th Jan.—Bangkok via Swatow 6th Jan; Gen.—B. & S.
Sexa, Ger. s.s., 993, Desler, 6th Jan.—Singapore 12th Dec.; Gen.—S. & Co.
Shinsu Maru, Jap. s.s., 2,1, H. Nagata, 17th Jan.—Moji 11th Jan; Coal—Fukuseki & Co.
Shosho Maru, Jap. s.s., 1,09, M. Nemoto, 18th Jan.—Shanghai via Fochow, Amoy and Swatow 17th Jan; Gen.—O. S. K.
Standard, Nor. s.s., 894, H. N. Bull, 13th Jan.—Ballast—Wal'm & Co.
Taming, Br. s.s., 1,150, A. Somerville, 17th Jan.—Manila 14th Jan; Sugar and Gen.—B. & S.
Telemachus, Br. s.s., 1,40, J. Williamson, 11th Jan.—Saigon 5th Jan; Rice and Gen.—W. Fat Song.
Toss Maru, Jap. s.s., 1,41, J. Nagao, 12th Jan.—Seatin, v. a. Victoria, Yokohama, Kobe, Moji and Shanghai 9th Jan; Flour and Gen.—N. Y. K.
Wakamatsu Maru, Jap. s.s., 1,720, N. Goda, 17th Jan.—Moji 11th Jan; Coal—M. B. G. K.
Wongkay, Br. s.s., 1,13, W. Reher, 17th Jan.—Hoitow 16th Jan; Rice and Meal—B. & S.
Wo Sang, Br. s.s., 1,127, Meynick, 18th Jan.—Shanghai 15th Jan; Gen.—B. & S.
Steamers Expected.

| NAME | FROM | AGENTS | DATE |
|--------------|-----------|-------------|---------|
| Siberia | Shanghai | P. M. Co. | Jan. 21 |
| Nikkö Maru | Yagasaki | J. V. K. | Jan. 21 |
| Luchow | Weihaiwei | B. & S. | Jan. 21 |
| Choyang | Shanghai | J. M. & Co. | Jan. 23 |
| Arcadia | Singapore | P. & O. Co. | Jan. 23 |
| Kumsang | Singapore | J. M. & Co. | Jan. 23 |
| Nanuk Maru | Singapore | J. V. K. | Jan. 23 |
| Nanumi Maru | Kobe | P. & A. Co. | Jan. 24 |
| Hibon Maru | Japan | V. Y. K. | Jan. 26 |
| Changsha | Sydney | B. & S. | Feb. 4 |
| P. Sigismund | Sydney | M. & Co. | Feb. 6 |

DOCK RETURNS**HONGKONG AND WHAMPoa DOCKS.**

Neil Mcleod, at Kowloon Dock

Haitow

Haiyan

Looosk

Hercules

Persia

M. nagle

U.S.S. Calliope

Honsam

Cosmopolitan

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon ; later alterations given under "Commercial Intelligence," page 5.

| STOCK | NO. OF SHARES | VALUE | Paid Up | POSITION AS PER LAST REPORT RESERVE | AT WORKING ACCOUNT | LAST DIVIDEND | AMOUNT PAID BY SHARE AT PRESENT QUOTATION, YEAR'S END | CLOSING QUOTATIONS. |
|---|---------------|----------|----------|--|-----------------------|---------------|--|------------------------|
| BANKS. | | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 80,000 | \$125 | \$125 | \$1,000,000 | \$11,750,000 | \$1,757,107 | \$1.15 for 1-year ending 30.6.07 @ ex 2/3/10-31.6.07 | \$1 X |
| Do. (new) | 40,000 | \$125 | \$125 | \$12,750 | \$12,750 | \$1,757,107 | \$1.15 for 1-year ending 30.6.07 @ ex 2/3/10-31.6.07 | \$1 X |
| National Bank of China, Limited | 19,075 | 27 | 6 | \$300,000 | \$300,000 | \$1,757,107 | \$1.15 for 1-year ending 30.6.07 @ ex 2/3/10-31.6.07 | \$1 X |
| MARINE INSURANCES. | | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | \$1,60,000 | \$129,058 | \$1,60,000 | \$20 for 1906 | \$245 |
| North China Insurance Company, Limited | 10,000 | 115 | 45 | \$1,60,000 | \$129,058 | \$1,60,000 | \$20 for 1906 | \$245 |
| Union Insurance Society of Canton, Limited | 2,400 | 150 | 100 | \$1,60,000 | \$129,058 | \$1,60,000 | \$20 for 1906 | \$245 |
| Yangtze Insurance Association, Limited | 8,000 | 100 | 60 | \$1,60,000 | \$129,058 | \$1,60,000 | \$20 for 1906 | \$245 |
| do. (new) | 4,000 | 100 | 60 | \$1,60,000 | \$129,058 | \$1,60,000 | \$20 for 1906 | \$245 |
| China Fire Insurance Company, Limited | 10,000 | \$100 | \$50 | \$1,60,000 | \$129,058 | \$1,60,000 | \$20 for 1906 | \$245 |
| Hongkong Fire Insurance Company, Limited | 6,000 | \$150 | \$50 | \$1,60,000 | \$129,058 | \$1,60,000 | \$20 for 1906 | \$245 |
| SHIPPING. | | | | | | | | |
| China and Manilla Steamship Company, Limited | 10,000 | \$25 | \$25 | \$7,000 | \$6,682 | \$7,000 | \$2 for 1906 | \$25 |
| Douglas Steamship Company, Limited | 10,000 | \$50 | \$50 | \$6,000 | \$5,988 | \$6,000 | \$2 for 1906 | \$25 |
| Hongkong, Canton & Macao Steamboat Co., Ltd. | 10,000 | \$15 | \$15 | \$5,000 | \$5,000 | \$5,000 | \$1 for 1st half-year ending 30.6.07 | \$25 |
| Indo-China Steam Navigation Co., Ltd. (Preferred) | 6,000 | 15 | 15 | \$6,000 | \$7,000 | \$6,000 | \$1 for 1st half-year ending 30.6.07 | \$25 |
| do. (Deferred) | 6,000 | 15 | 15 | \$6,000 | \$7,000 | \$6,000 | \$1 for 1st half-year ending 30.6.07 | \$25 |
| Shanghai Tug and Lighter Company, Limited | 200,000 | Tls. 50 | Tls. 50 | Tls. 54,372 | Tls. 54,372 | Tls. 54,372 | Interim of Tls. 12 for account 1907 | 12 X |
| do. (Preference) | 100,000 | Tls. 50 | Tls. 50 | Tls. 54,372 | Tls. 54,372 | Tls. 54,372 | Interim of Tls. 12 for account 1907 | 12 X |
| "Shell" Transport and Trading Company, Limited | 1,000,000 | Tls. 10 | Tls. 10 | \$65,000 | \$65,000 | \$65,000 | \$1 for 1907 | 10 X |
| "Star" Ferry Company, Limited | 10,000 | Tls. 10 | Tls. 10 | Tls. 98,957 | Tls. 98,957 | Tls. 98,957 | \$1 for 1907 | 10 X |
| Taku Tug and Lighter Company, Limited | 10,000 | Tls. 50 | Tls. 50 | Tls. 60,479 | Tls. 60,479 | Tls. 60,479 | Final of Tls. 12 making Tls. 6 for 1906 | 12 X |
| REFINERIES. | | | | | | | | |
| Ching Sugar Refining Company, Limited | 11,000 | 100 | 100 | none | none | none | \$10 for year ending 31.12.06 | 10 X |
| Luson Sugar Refining Company, Limited | 7,000 | 100 | 100 | none | none | none | \$10 for year ending 31.12.06 | 10 X |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Tls. 8,935 | Tls. 8,935 | \$10 for year ending 31.12.06 | 10 X |
| MINING. | | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 600,000 | £1 | £1 | £15,000 | £14,393 | £15,556 | Final of £1/6 (No. 9) for 1907 | 12 X |
| Pain Australian Gold Mining Company, Limited | 150,000 | £1 | £10 | £14,393 | £11,358 | £11,358 | No. 12 of £1/6 = 40 cents | 12 X |
| DOCKS, WHARVES & GODOWNS. | | | | | | | | |
| Fenwick (Geo.) & Co., Limited | 18,000 | \$25 | \$25 | 164,124 | \$10,335 | \$10,335 | \$1.75 for year ending 31.12.06 | 11 X |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. (new) | 20,000 | \$25 | \$25 | 160,000 | \$123,152 | \$123,152 | Interim of \$2 for six months ending June 30th 1907 | 6 X |
| Hongkong & Whampoa Dock Company, Ltd. | 10,000 | \$50 | \$50 | \$100,000 | \$100,000 | \$100,000 | \$491,580 for 1st half-year ending June 30th 1907 | 6 X |
| Shanghai Dock and Engineering Co., Ltd. | 15,700 | Tls. 100 | Tls. 100 | Tls. 1,000,000 | Tls. 10,459 | Tls. 10,459 | Tls. 3 for year ending 30th April 1907 | 4 X |
| Shanghai and Hongkew Wharf Company, Limited | 36,000 | Tls. 100 | Tls. 100 | Tls. 100,000 | Tls. 23,217 | Tls. 23,217 | Interim of Tls. 8 for account 1907 | 8 X |
| LANDS, HOTELS & BUILDINGS. | | | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 100 | Tls. 100 | Tls. 15,000 | Tls. 15,000 | Tls. 15,000 | Tls. 6 for 14 months ending 28.2.07 | 6 X |
| Astor House Hotel Company, Limited (Shanghai) | 10,000 | \$25 | \$25 | \$10,000 | \$10,000 | \$10,000 | \$1 for year ending 30.6.07 | 12 X |
| Central Stores, Limited | 50,123 | \$25 | \$25 | \$10,000 | \$10,000 | \$10,000 | \$1.80 for 1906 | 13 X |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | \$50 | \$10,000 | \$10,000 | \$10,000 | \$4 for 1st half-year ending 30.6.07 | 7 X |
| Hongkong Land Investment and Agency Co., Ltd. | 10,000 | \$100 | \$100 | \$10,000 | \$10,000 | \$10,000 | Interim of \$5 for half year ending 30.6.07 | 7 X |
| Humphreys Estate & Finance Company, Limited | 120,000 | \$10 | \$10 | \$208,386 | \$208,386 | \$208,386 | 80 cents for 1906 | 7 X |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$50 | \$10,000 | \$10,000 | \$10,000 | \$2 for 1906 | 7 X |
| Shanghai Land Investment Company, Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 86,493 | Tls. 61,978 | Tls. 61,978 | Interim of Tls. 5 for account 1907 | 7 X |
| West Point Building Company, Limited | 2,500 | \$50 | \$50 | Tls. 170,000 | Tls. 519 | Tls. 519 | Interim of \$5 for half year ending June 30th 1906 | 12 X |
| COTTON MILLS. | | | | | | | | |
| Two Cotton Spinning and Weaving Company, Ltd. | 15,000 | Tls. 50 | Tls. 50 | Tls. 150,000 | Tls. 8,807 | Tls. 8,807 | Tls. 2 1/2 for year ended 31.10.1907 | 4 1/2 X |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 5,000 | \$10 | \$10 | Tls. 23,276 | \$14,369 | \$14,369 | 50 cents for year ending 31.7.07 | 5 X |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 150,000 | Tls. 85,519 | Tls. 85,519 | Tls. 6 for year ended 30.9.06 (8 1/2 X) | 8 1/2 X |
| Lau-kung-mow Cot on Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | none | Tls. 31,460 | Tls. 31,460 | Tls. 8 for 1906 | 8 X |
| Soy Chee Cotton Spinning Company, Limited | 1,000 | Tls. 500 | Tls. 500 | Tls. 28,257 | Tls. 50,663 | Tls. 50,663 | Tls. 50 for 1906 | 8 X |
| MISCELLANEOUS. | | | | | | | | |
| Bell's Asbestos Eastern Agency, Limited | 8,604 | 12/6 | 12/6 | £1,299 | £638 | £638 | 1/3 per share for 1906 | 9 X |
| Campbell, Moore & Co., Limited | 1,200 | £10 | £10 | 39,000 | 1653 | 1653 | £3 for 1905 | 12 X |
| China-Borneo Company, Limited | 1,000 | £12 | £12 | none | NIL | NIL | £1 for 1904 | 13 X |
| China Flour Mill Co., Limited | 4,000 | Tls. 50 | Tls. 50 | Tls. 50,000 | •11,880 | •11,880 | Final of Tls. 5 making Tls. 10 for 1905 | 10 X |
| China Light and Power Company, Limited | 10,000 | £10 | £10 | none | 125,000 | 125,000 | 60 cents for year ended 28.2.06 | 10 X |
| do. do. special shares | 10,000 | £10 | £10 | none | 1855 | 1855 | 80 cents for 1906 | 10 X |
| China Provident Loan & Mortgage Company, Ltd. | 25,000 | \$10 | \$10 | £115,000 | £10,000 | £10,000 | £1.30 for year ending 31.7.07 | 12 X |
| Dairy Farm Company, Limited | 15,000 | £71 | 56 | £5,000 | £2,974 | £2,974 | £1.30 for year ending 31.7.07 | 12 X |
| Green Island Cement Company, Limited | 400,000 | £10 | £10 | £11,000 | £10,804 | £10,804 | £1.50 for 1st half-year ending 31.7.07 | 12 X |
| Hall & Hollis, Limited | 17,000 | £20 | £20 | £186,000 | £15,002 | £15,002 | £1.50 for year ending 31.7.07 | 12 X |
| Hongkong Electric Company, Limited | 60,000 | £10 | £10 | none | £2,053 | £2,053 | 1 per share for year ending 28.2.07 | 6 X |
| Hongkong Ice Company, Limited | 5,000 | £12 | £12 | £105,000 | £4,361 | £4,361 | Interim of £4 for 1st year ending June 30th 1907 | 6 X |
| Hongkong Rope Manufacturing Company, Ltd. | 50,000 | £10 | £10 | £105,000 | £4,211 | £4,211 | Interim of £4 for 1st year ending June 30th 1907 | 6 X |
| Maatschappij tot Mijn-, Bosch- en Laadbouwspoorlijnen in Langkat, Limited | 15,000 | Grs. 100 | Tls. 100 | Tls. 47,500 | Tls. 10,374 | Tls. 10,374 | Final of Tls. 5 for 1st half-year ending 31.7.07 | 9 X |
| Peak Tramways Company, Limited | 25,000 | £10 | £10 | £10,000 | £2,655 | £2,655 | £1 per share for 1st half-year ending 31.7.07 | 6 X |
| Philippine Company, Limited | 50,000 | £10 | £10 | none | None | None | £1.75 for year ending 31.7.07 | 12 X |
| Shanghai Gms Company, Limited | 24,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Tls. 7,990 | Tls. 7,990 | Interim of Tls. 5 for account 1907 | 7 X |
| Shanghai Horse Barter Co., Ltd. | 5,400 | Tls. 50 | Tls. 50 | Tls. 67,323 | Tls. 9,751 | Tls. 9,751 | Tls. 4 for 1905 | 10 X |
| Shanghai Pulp and Paper Company, Limited | 4,500 | Tls. 100 | T | | | | | |